

**NEXT MEETING:
 September 15
 MEETING AT
 INDUSTRY DEPOT
 7:00 P.M.**

VOL. 59 No. 11
 AUGUST 2016



IT'S SHOW TIME: R&GV 54 (built 1959), LV 211 (built 1953), and RG&E 1941 (built 1941) line up for their portrait on a warm summer evening. These three engines, along with US Army 1843, will be the stars of Diesel Days on August 20-21. Joe Nugent heads up our mechanical department, and is always looking for help to keep our vintage diesels in top working order.

The Big Show

INSIDE

2016 Schedule	2
Museum News	3
Trailer T-41	4
Spending Policy	5
Conrail 24029	5
Marge Warner	7

August 20 and 21 will be the return of DIESEL DAYS, one of our most popular events of the year. The featured locomotives will be our Fairbanks-Morse H12-44 No. 1843, Rochester Gas & Electric GE 45-ton switcher No. 1941, and Lehigh Valley Alco RS-3m No. 211, along with R&GV 54. We're looking forward to a great event!

The Tuesday Night Track Gang continues to replace ties on our museum railroad up and down the line. Mike Gugliermo and Dan Waterstraat have been cutting back brush all along the railroad, and it looks great! I've been working with Adam Lloyd, Dan Waterstraat, Jerry Tusch, and Jim Johnson to rewire our demonstration signal system.

Volunteers led by Mark Wilczek are getting ready to extend our storage tracks behind the shop and out onto the fill. This

will give us more capacity so we can clear the main line and also enjoy more flexibility with display pieces in the Upper Yard.

September into October we will be heading into our busy "fall foliage" season. It's about to get busy at the museum and we really need your help. Otto Vondrak needs volunteers to greet our guests at both ends of the ride. Dave Shields needs volunteers for the Fall Foliage Express on October 8.

New York Central caboose No. 19877 had its bad bearing replaced, thanks to our friends at Central New York Chapter NRHS. We will need the extra capacity for our Pumpkin Patch trains this October.

Every contribution helps. Would you like to help out but you're not sure where to start? Please contact me at (716)474-2833 or mdow@rochester.rr.com.

—Mike Dow, Museum President



www.rgvrrm.org

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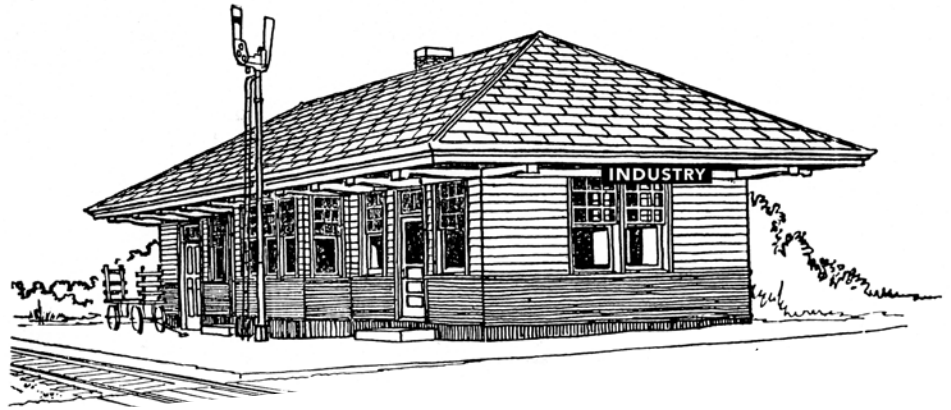
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2016 Museum Schedule

Enjoy a mile-and-a-half round trip train ride behind vintage diesels, while you tour the largest collection of historic trains in New York State! Industry Depot is located at 282 Rush Scottsville Road, Rush NY 14543. We're just 20 minutes from downtown Rochester, easy to find from Exit 11 off I-390 in the Town of Rush off Route 251 West. Your ticket is good for museum admission and unlimited round-trip train rides (space permitting). Visit www.RochesterTrainRides.com for details.

August 20-21 - Diesel Days Weekend

September 17-18 - RG&E/Kodak Weekend

October 1-2 - Pumpkin Patch Trains

October 15-16 - Pumpkin Patch Trains

October 29-30 - Pumpkin Patch Trains

TICKETS: Adults: \$10.00, Youth/Seniors/Military: \$8.00
Trains depart Industry Depot every half-hour from 10am-5pm
Free parking located off Route 251. Refreshments and food available.



ABOVE: Dan Waterstraat wages war against weeds and brush alongside the tracks in the Hill Block using the museum's string trimmer. Removing weeds and brush not only improves the view for our visitors, but also enhances safety by increasing visibility for our train crews. Can you help us keep our right of way trimmed and neat? Contact museum manager Mark Wilczek.

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MONTHLY PROGRAM

SPECIAL NOTICE: Our **September 15** meeting will move to **Industry Depot** at 7:00 p.m. Our old meeting location at the 40&8 Club downtown is under construction. I am also seeking programs for our **October 20** and **November 17** meetings. If you have a program to present, please contact me. Thank you!

—Adam Lloyd, Program Chair

**LEADERS WANTED:
COSMETIC RESTORATION
OF BNY No. 12**

Brooklyn Navy Yard 0-4-0T No. 12 is one of two steam locomotives in the museum's collection of historic railroad equipment. Built in 1918 by Vulcan, this small tank engine was designed to work in tight industrial spaces, namely the waterfront Navy Yard overlooking New York Harbor. It was sold in 1947 and used at a paper mill near Watertown, N.Y., until its eventual retirement. It was later acquired by the Smith family and moved to Skyline Amusement Park near Tioga Center in the 1970s. When the park closed, it was sold to James Mead and moved to Owego where it operated periodically at the Tioga Transportation Museum from 1971 through



Volunteer Dave Luca is putting together a plan to complete the rebuilding and restoration of Buffalo, Rochester & Pittsburgh caboose No. 280. This caboose was one of the first pieces to arrive at our museum in 1979, donated by Chessie System shortly after its retirement in 1977.

1991. Sidelined by a bad boiler tube, the locomotive was subsequently donated and moved to our museum in 1997.

A number of years ago, the locomotive was partially disassembled so that our volunteers could evaluate the locomotive for repairs and restoration. In 2002, a contractor was hired to remove the asbestos lagging and expose the boiler for inspection. A professional report generated by the Strasburg Rail Road in 2010 revealed that any kind of operational restoration would cost upwards of \$200,000. Long ago, the board of trustees decided a project of that magnitude was not only beyond our fundraising capabilities, but coupled with new Federal standards for mandatory inspections and rebuilds, our museum could never hope to make back its ongoing investment in restoration and maintenance.

There has been renewed interest from many members to have BNY No. 12 cosmetically restored in some fashion and placed on display for the public to enjoy once again. Presenting a steam engine that has worked its entire life in New York State would be a significant addition to our growing list of museum displays.

Joe Nugent, Joel Shaw, and Rand Warner have worked hard to catalog the parts related to this project. What we are looking for now is a leader or group of leaders to come together and formulate a plan of action that would lead to the cosmetic restoration and display of BNY No. 12. This plan would be presented to

the board for approval so that work could begin as early as 2017. This plan would outline steps in restoration and reassembly, as well as any related costs for repairs and repainting. Budgeted funds are available to complete this project. Please help us put this interesting artifact back in the public spotlight once again. Are you willing to step up? Please contact Otto Vondrak at ovondrak@yahoo.com for details.

**LEADERS WANTED:
COSMETIC RESTORATION OF
EASTMAN KODAK No. 6**

No other industry has shaped the history of Rochester as much as the Eastman Kodak Co. Many of our members share the common thread of Kodak employment as well. So it is only fitting that we are home to three pieces of equipment from the Kodak Park Railroad, Alco RS-1 No. 9, tank car No. 52, and GE 80-ton No. 6. Locomotive No. 6 was the first diesel purchased new by Kodak in 1946, and was the first piece of motive power to arrive at our fledgling museum in 1981. This workhorse served our museum for nearly 25 years, but has since been sidelined due to a number of growing electrical and mechanical problems that are beyond our current means to address properly.

As you may have noticed, the paint is beginning to fail and flake. Some steps were taken this spring to scrape off any loose material and touch up areas of bare metal rust with primer. Right now her

finish looks like a patchwork of yellow, black, and gray, but at least the rust has been slowed down for now.

What we are looking for is a leader or group of leaders to come together to help complete this painting project. Like our other stabilization efforts, this will be a simple paint job to help improve the appearance of one of our important public displays. No special skills are needed. If you are willing to contribute time and effort to manage this project, please contact Otto Vondrak at ovondrak@yahoo.com.

CRANE CAR TENDER T-41

Our newest piece of work equipment touched live rail for the first time in July. Trailer T-41 was constructed by a group of dedicated volunteers over the last couple of years to augment our maintenance fleet.

The original intent of this project was to construct a 12-foot car equipped with benches to carry people as part of our passenger-carrying fleet of track cars. The idea was inspired by a trailer built by Neil Bellinger years ago. Since our museum's decision to phase out public track car operations, we decided to convert the trailer into a work flat. I volunteered to head up the project and work alongside with long-time members **Rand Warner** and **Norm Shaddick**.

The start of the project was a set of old wheels, axle blocks with bearings, as well as several bent, rusty bolts and square nuts with wood remnants that was literally pulled out of the bushes and shrubbery. Much to my chagrin, it was discovered that the wheels and the hubs that they

were mounted on were very solidly rusted together. This took several weekends and the kindness of **Dave Luca** to heat these assemblies up with a torch and pound on them with a sledge hammer. That was a learning experience for me.

The design phase started with Norm and I measuring across the axle/bearing block assembly several times to be sure that we had the correct dimension. There was some angst regarding the tapered shim bearings, insulators, thrust washers, etc. The majority of my design work involved creating precise drawings in AutoCAD (a computer-aided drafting program), and all components were figured to four-decimal places (design engineers think that way), much to Rand's amusement.

Parts were carefully measured and laid

out, with many (freezing) trips to measure these components again and again to be comfortable that we were getting a dimensionally accurate assembly when combining the detail drawings.

The many assembly drawings were used to put together a cross-section through the wheel sets and an ideal set of rails. The conclusion of having measured and checked parts many times was that the actual gauge was within a quarter-of-an inch (0.250") of the theoretical gauge from what we could measure.

When construction was completed, all metal parts received a coat of black paint, while the wood frame was finished in safety yellow. **Otto Vondrak** applied vinyl lettering identifying the new trailer as T-41. It is currently coupled to our Fairmont



ABOVE and LEFT: Trailer T-41 was placed on live rail in July and currently serves as a boom tender for our Fairmont crane. The 12-foot trailer is ideal for carrying ties, tools, and other materials to aid in track maintenance around our museum property. The trailer was consisted of a volunteer team consisting of Norm Shaddick and Rand Warner, led by project manager Joel Shaw.

OPPOSITE: Conrail caboose No. 24029 arrived at Industry on July 27, 2016, delivered by Winters Rigging of North Collins, N.Y. Built by Penn Central at Altoona in 1969, the caboose was retired by Conrail in the 1990s and sold to a private owner near Hamburg, N.Y. The caboose is owned by member Adam Lloyd, who intends to restore the caboose for display and operation on our museum railroad. Because the car is not owned by the museum, all work on the caboose is funded by Adam.

Museum Project Spending Policy Approved August 5, 2016

The following spending policies are for purchases in departments that have funds available, approved in the Budget passed by the Board of Trustees for that year, or approved projects with named Project Managers overseeing the project that have funds to cover the purchase.

1. Purchases under \$250 must be approved by a Department Manager (see Department Directory), Project Manager or Museum Manager.
2. Purchases over \$250 and less than \$1000 must be approved by a Department Manager or Project Manager AND Museum Manager.
3. Purchases over \$1000 must be approved by Department Manager or Project Manager AND Museum Manager AND one Trustee.
4. In the event the Museum Manager is a Department Manager or Project Manager, substitute "one Trustee" in above references to "Museum Manager" on items 2 and 3.

behind due to any number of reasons.

Previously, we had put in place a policy where any expense over \$250.00 required approval by the board of trustees. While effective, it has its limitations as well. The board of trustees asked me to re-examine the policy, which we approved on August 5, 2016. The new policy is expanded and also extends approval to the department heads who have control over their individual budgets. Once again, this new policy is not designed to stop spending or halt progress, but instead help keep project managers accountable for their receipts as well as prevent unauthorized project reimbursements from draining our limited funds. In most cases, spending approval consists of a simple email, text message, or written authorization.

If you have any questions about this new policy, please feel free to contact me at mwilczek72@gmail.com.

—Mark Wilczek, Museum Mangler

WELCOME CONRAIL 24029

Conrail caboose No. 24029 was safely delivered by Winters Rigging on July 23, 2016. The caboose belongs to museum volunteer (and Program Chairman) **Adam Lloyd**, who raised the money to purchase the caboose and move it from Hamburg to Rochester. We'll let him tell the story...

"I have had a life-long interest in railroads, and I collect and restore old railroad signals and vintage hardware. One of my favorite railroads is Conrail, as Big Blue's Chicago Line main line once served my hometown of Rochester. I am very interested in preserving the history of Conrail, but I wanted to do it in a big way.

"Recently I was offered the chance to purchase Conrail 24029, an N-10 class caboose built in 1969 by Penn Central at Altoona as part of a fleet of 50 cabooses for use on unit coal trains. No. 20249 was one of hundreds of cabooses inherited by Conrail in 1976. It saw regular service throughout the system and in western New York until it was retired in the mid-1990s and sold to a private owner near Hamburg."

Last year Adam approached the board with a proposal to store his caboose at the museum. In exchange, the car would be set up as a display and eventually restored for occasional use on our museum railroad. An agreement was reached with Adam's family, and preparations were made to receive the car. Because this caboose is not part of the museum collection, it carries



crane as a boom tender. The 12-foot length is ideal for carrying ties, tools, and other materials.

Thank you to everyone who assisted with this project. I look forward to leading another museum project in the future.

—Joel R. Shaw, Project Mgr.

NEW MUSEUM SPENDING POLICY

Over the last few years, we have done an excellent job of getting our expenses under control and exercising better project management. Our rate of project completion has increased, and we are experiencing fewer "zombie" projects left



LEFT: The wood deck is nearly complete on our ex-Army flatcar. The next step involves installing benches, sides and a roof. The benches have already been constructed. Your museum needs your help to raise \$3000 to complete the next phase of construction. Can you help? Our goal is to have our new open-air rider flatcar ready for testing this year. The addition of this car will give us increased capacity for our fall busy season.

BELOW: Progress continues on the new Amtrak station being constructed in Rochester. New steel has gone up, and work continues on the platform and track arrangements. Two new control points with crossovers have been installed on either side of the new station, which will give the CSX dispatcher greater flexibility in moving freight trains around stopped passenger trains. The new station is expected to open in the fall of 2017.

its own insurance and all work is funded entirely by Adam.

The caboose is in good shape, and Adam is looking forward to making the car presentable for public display soon. We are happy to host this important piece of local railroad history at R&GVRRM!

BR&P CABOOSE WORK

Volunteers are working to install new windows in our Buffalo, Rochester & Pittsburgh wood caboose No. 280. **Ralph Mosher** is working with **Dave Luca** to plane and shape various clear fir boards for the siding. **Bill Limburg** has fabricated the six end windows for the cupola. **Charlie Marks** has started building the two window modules for the sides of the cupola. Charlie will also repair and rebuild the two end doors. Dave is in the early stages of making the window sills and trimming out and installing the windows, and is also installing the remaining siding.

Member **Sam Ferrara** has donated a wood stove to make the interior appropriate for the BR&P era.

A proposal is being put together to complete the exterior finishing and the room so that the caboose will be weather-tight once again and can be moved out of the shop if need be.

—*Dave Luca*

LV 95100 WORK

Body prep has begun on our Lehigh Valley caboose. The primer coat has been sanded smooth and body filler has been used to hide any imperfections. **David Buckner** and **Otto Vondrak** contributed to



this effort. Next, body filler will be applied and sanded smooth. The goal is to apply a coat of Cornell Red to the car by the end of September.

—*Joe Nugent*

PLEASE CONTRIBUTE TO OUR "RAISE THE ROOF" FUNDRAISER

Rob Burz and his gang of volunteers are making great progress on the installation of a new deck on our ex-Army flatcar. Thanks to generous donations from members and public alike, this phase of construction is nearly complete. Once the deck is done, new benches are ready to be installed, which brings us to the next phase.

Once again we are turning to you for help. We need to raise \$3000.00 to purchase the materials to construct the sides and roof of our new open-air passenger carrier. We're calling it "**Raise the Roof**" and we hope you will consider a contribution

of \$50.00 or more towards our goal. Of course, donations in any amount are always welcome. Contribute on-line at www.rgvrrm.org/support or contact our treasurer Dave Peet.

FALL FOLIAGE EXCURSION VOLUNTEERS

We are roughly two months away from our Fall Foliage Trip on the LA&L on Saturday October 8, 2016. I would like to begin organizing the volunteers. There are many opportunities to make our fall foliage trips a success.

There will be four trips on October 8, departing from the Conesus Lake Sportsman's Club in Lakeville at 10:00 a.m., Noon, 2:00 p.m., and 4:00 p.m. This year, there will be four coaches with a seating capacity of 300 people per trip. We are already selling tickets and have sold approximately 200 tickets. Tickets

are only available from our web site at RochesterTrainRides.com.

It takes a large number of volunteers to make the *Fall Foliage Express* successful. We are in need of Car Hosts to help with passenger loading and unloading, Parking attendants, Train Service Technicians to help clean train between trips, make sure train has supplies for each trip and other odd jobs, Medical Staff like nurses and paramedics, Food Concessions, and Ticket Check-In. All hands on deck!

Please contact Trip Chairman Dave Shields at marberth@aol.com or call Dave at 585-315-0123 to volunteer for a particular task.

—Dave Shields, Trip Chairman

**RAILROAD HISTORICAL SOCIETY
LOCAL CONVENTIONS**

Are you interested in history? Three railroad historical societies are having their national conventions in our area this fall.

Nearby Mount Morris is the host for the **Erie Lackawanna Historical Society's** 2016 Annual Meeting held **September 16-18**. Aside from tours of various Erie and Lackawanna sites around the area, some convention attendees will be visiting our museum for train rides and tours on September 18 (during our regular operating day). Others will be riding an rare-mileage excursion on the Buffalo Southern out of Hamburg.

The **Baltimore & Ohio Railroad Historical Society** will be visiting former Buffalo, Rochester & Pittsburgh territory when their annual convention arrives in Buffalo **September 15-18**. Conventioneers will be visiting our museum for train rides and a special guided tour on September 17 (during our regular operating day). Key



IN MEMORY: MARGE WARNER

The museum has lost a great supporter, friend, and a wonderful person with the passing of Marge Warner. She passed away on August 25, at the Fairport Baptist Home after a long illness. Marge was married for 59 years to Rand Warner. Rand is known to nearly all of our members as a long-time member of the Rochester Chapter and the R&GV Museum, having held many leadership positions, spanning decades. Marge supported Rand's efforts in many ways. Perhaps her most prominent work was organizing dozens of the picnics and Year End Parties over the years. To Rand, his children Gary, Wendy and Cheryl, and their extended families, we offer our deepest sympathies.

—John Redden

note speaker for the banquet is Don Brown, a long-time museum member and past president of the Ontario Central Railroad.

The **Penn Central Railroad Historical Society** will be holding their annual convention in Buffalo from **September 22-24**. The convention will be based in part at the Heritage Discovery Center operated by the Western New York Railway Historical Society, and will include tours of Buffalo Central Terminal, the NFTA light rail shops, Railroad Museum of the Niagara Frontier in Tonawanda, and the Buffalo Southern shops in Hamburg. While not visiting Rochester, some of you might remember the great visit we had with PCRRHS in 2013.

Membership is a requirement to attend these events, so consider joining up and supporting your favorite "fallen flag."

TRAIN CREW PROMOTIONS

Congratulations to our newest qualified conductor **David Kehrer** and engineer **Jerry Tusch!** We look forward to promoting more trainees this season.

—Jim Otto, Operations Supt.

ELECTIONS COMMITTEE

Museum elections are coming up, with nearly every position on the board up for reelection. If you have ever wanted to get involved with the clandestine shadow government that runs your museum, now is your time to join our league of highly trained assassins. This year's election committee consists of **Dave Shields** and **Mark Wilczek**. Do you have a candidate you would like to nominate for a position? Nominations will be called at the next membership meeting. Become a trustee where fame and fortune await you! ☒



ROCHESTER & GENESEE VALLEY RAILROAD MUSEUM

PHASE TWO

We are raising \$3,000 to complete the sides and roof of our new open-air rider car. Can you help?



Donate today: www.rgvrrm.org/support



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Eventbrite Tickets by pre-sale only at [RochesterTrainRides.com](https://www.RochesterTrainRides.com)